



## **CAMPO Bicycle and Pedestrian Subcommittee** *Meeting Summary*

One Texas Center, 505 Barton Springs Road, Suite 700, Austin, Texas  
Tuesday, July 14, 2009, 1:30 p.m.

### ***Attendees:***

David Bartels, City of Round Rock  
Eric Dusza, City of Austin  
Lucy Galbraith, AICP, Capital Metro  
Greg Griffin, AICP, CAMPO

Laura King, Austin Cycling Association  
Darcie Schipull, TxDOT-Austin District  
Tom Wald, Austin Bicycle Advisory  
Committee

### **Presentation and Discussion:**

#### **1. Forecasting Bicycle and Pedestrian Usage and Researching Data Collection Equipment**

The study is scheduled to commence soon with the Texas Transportation Institute; benefits to bike/ped planning will be presented.

*G. Griffin described the study's scope (see Agenda Item 1 attached) and how the Committee would be involved, principally with reviewing sites for data collection. Mr. Bartels favored mobile data collection stations over permanent locations. Mr. Wald noted Speedway and Dean Keeton as a good potential monitoring location, specifically in the first few weeks of the fall semester in the morning. He also pointed out use of river crossings as potential monitoring locations.*

#### **2. Bike/Ped Accommodation Policy in "People, Planning and Preparing for the Future: Your 25 Year Transportation Plan"**

Greg Griffin will present a first draft bicycle and pedestrian accommodation long-range plan policy for discussion.

*G. Griffin reviewed the Committee's past involvement in development of the bicycle and pedestrian policies in the metropolitan transportation plan, and requested input on a set of policy recommendations (see Agenda Item 2 attached). Ms. Shipull commented that BP-2 and 3 should define "reconstruction," that the new plan should help prioritization of bike/ped projects, to consider prioritizing barriers to bike/ped transportation, and that pedestrian prioritization should include transit ridership. Mr. Bartels commented that STP funding for sidewalks should be evaluated. Ms. King recommended that the Safe Routes to School model be considered for prioritizing pedestrian improvements, possibly incorporating planned school locations.*

#### **3. Other Items**

Participants (citizen or staff) are invited to offer any other pertinent items for discussion or scheduling.

**Contact:** Greg Griffin, AICP 512 974 2084 [greg.griffin@campotexas.org](mailto:greg.griffin@campotexas.org)



July 14, 2009

<b>Bicycle and Pedestrian Subcommittee</b>	<b>Agenda Item 1</b>
Forecasting Bicycle and Pedestrian Usage and Researching Data Collection Equipment	

## **Forecasting Bicycle and Pedestrian Usage and Researching Data Collection Equipment**

### **Project Overview and Purpose**

This will be the first study in the region to count bicycle and pedestrian use in multiple locations across different types of facilities. Existing bike lanes, sidewalks, off-street paths, and streets with shoulders and wide outer lanes will be studied in several locations around the region to find out how much they are being used by bicyclists and pedestrians. Then, TTI will produce a sketch planning tool to forecast how improvements in bicycle and pedestrian infrastructure, like changing a wide outer roadway lane into a striped bike lane with signs, could increase use by bicyclists.

### **General Project Tasks**

1. Research bicycle and pedestrian monitoring programs in order to recommend an appropriate method to collect data
2. Collect existing bicycle and pedestrian traffic counts in the five-county Austin-Round Rock Metropolitan Statistical Area while testing data collection equipment.
3. Forecast potential use from bicycle and pedestrian infrastructure improvements.
4. Integrate the sketch planning tool produced in Task 3 into the CAMPO transportation planning process.
5. Final report, executive summary, and data collection training

The project is anticipated to begin August 1, 2009 and end by September 30, 2010.

**Contact:** Greg Griffin, AICP 512 974 2084 [greg.griffin@campotexas.org](mailto:greg.griffin@campotexas.org)



July 14, 2009

<b>Bicycle and Pedestrian Subcommittee</b>	<b>Agenda Item 2</b>
Bike/Ped Accommodation Policy in “People, Planning and Preparing for the Future: Your 25 Year Transportation Plan”	

**Background:**

Current policies in the CAMPO Mobility 2030 Plan:

**BP-1.** Improve connections among bicycle, pedestrian, transit and roadway systems.

**BP-2.** Provide pedestrian facilities with all new construction and reconstruction of roadways in this plan within urban and suburban areas unless: pedestrians are prohibited by law from using the roadway, or the jurisdiction constructing the roadway has demonstrated that providing the pedestrian facility is not feasible due to excessive cost. Pedestrian facilities may include sidewalks within the right of way or separate pathways adjacent to and/or in the vicinity of the roadway.

**BP-3.** Provide bicycle accommodations with all new construction and reconstruction of roadways in this plan within urban and suburban areas unless bicycles are prohibited by law from using the roadway, or the jurisdiction constructing the project has demonstrated that providing the bicycle accommodation is not feasible due to excessive cost. Depending on the characteristics of the roadway, bicycle accommodations may include bike lanes, shoulders, or wide outer lanes within the right of way, or shared use paths within the vicinity of the roadway. This policy also may be met by demonstrating that future demand will be addressed through local implementation of a comprehensive interconnected system of off-road bicycle facilities.

**BP-4.** Provide adequate bicycle and pedestrian connections across controlled access facilities within urban and suburban areas as part of new construction or reconstruction of controlled access facilities unless the jurisdiction constructing the project has demonstrated that providing the connection is not feasible due to excessive cost or not warranted due to insufficient demand. In cases where the connection is not currently warranted, preserve a possible option for providing a future connection. Connections across controlled access facilities should be coordinated with the locations of transit stops and activity centers.

**BP-5.** Enhance bicycle and pedestrian facilities within higher intensity mixed-use areas.

**BP-6.** Work toward completion of the 2030 regional bicycle system shown on Map 7, 2030 Regional Bicycle System.

**BP-7.** Coordinate transportation bicycle facilities with recreational bicycle facilities, especially where recreational facilities are destinations.

**BP-8.** Increase public awareness and involvement in bicycle and pedestrian planning.

**BP-9.** Encourage establishment of minimum design criteria for new bicycle and pedestrian facilities and ensure that existing facilities are adequately maintained.

**BP-10.** Allocate at least 15 percent of available Federal Surface Transportation Program-Metropolitan Mobility dollars to bicycle and pedestrian projects through the CAMPO TIP process.

## **Subcommittee Policy Analysis:**

October 9, 2007 Subcommittee Meeting (paraphrased)

- Full implementation of policies from all jurisdictions can be challenging.
- Involve regional jurisdictions as groups and individuals with initial plan development, to encourage broad implementation.
- Recommended consideration of explicit goal development, to guide policy and infrastructure recommendations.
- Consider incentives to participation as an additional benefit to participation.

June, 2008 Bike/Ped Professionals Policy Questionnaire Comments (verbatim)

- With limited funds we should be prioritizing our policies. CAMPO appears to be funding a lot of off system trails rather than on system facilities and this may be affecting connectivity or elimination of barriers.
- BP-9 should be followed to give BP-2 and BP-3 more substance; policies that increase safety for bikes and peds should be promoted as a goal
- Include prioritization of regional routes and discuss implementation strategies for getting those routes built. This would require a discussion regarding building across boundaries, maintenance, planning, etc...
- The following Policies appear to be better as objectives: BP1, BP7, BP8, BP9 BP6 is somewhat meaningless because of the breadth of the map. We need to try to beef up BP-4, so that it can be enforced...
- remove vague policy statements such as BP-1 and BP-6 Update STP-MM application to focus on adopted policies. Consider equity policy encouraging bike/ped funding for areas lacking their own resources.

## **Recommendation:**

Begin discussions with interested groups and individuals based on the specific recommendations below:

2030 BP-1: Move to objective level (draft Objective 2.1: Develop a connected system of regional arterials that allow alternative routes of travel.)

2030 BP-2: Retain as policy, consider revising to replace facility description with facility guidance in the plan body, recommending 'illustrative prioritization', and specify urban and suburban areas in the 2035 forecast year.

2030 BP-3: Retain as policy, consider revising to replace facility description with facility guidance in the plan body, recommending 'illustrative prioritization', and specify urban and suburban areas in the 2035 forecast year.

2030 BP-4: Retain as policy, shorten by referencing 'illustrative prioritization' of corridors to ensure adequate bicycle and pedestrian connections across controlled access facilities.

2030 BP-5: Move to objective level (draft Objective 6.4: Enhance bicycle and pedestrian facilities within higher intensity mixed-use areas.)

2030 BP-6: Move to objective level (draft Objective 2.1: Develop a connected system of regional arterials that allow alternative routes of travel.)

2030 BP-7: Move to objective level (draft Objective 2.4: Connect transportation bicycle facilities with recreational bicycle facilities, particularly where recreational facilities are destinations.)

2030 BP-8: Remove as an individual policy (difficult to track performance), emphasis included in other goals and objectives.

2030 BP-9: Remove as an individual policy (difficult to track performance), provide additional guidance in bike/ped chapter body.

2030 BP-10: Retain as policy, consider use of 'illustrative prioritization' map to be used to enhance equity and benefit/cost of projects.